

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A hardtop vehicle roof ~~(1)~~ having three rigid roof parts ~~(2 to 4)~~ which can be adjusted between a closed position covering the vehicle interior and a put-away position opening up the vehicle interior, and, in the closed position, are arranged situated one behind another in the longitudinal direction of the vehicle, and are in each case provided with an adjusting kinematics ~~(8 to 10)~~, which is designed as a four-bar kinematics and has a driving link ~~(13, 14, 44 and 45)~~, for adjusting the roof position, and are connected to one another, and also are jointly supported against the vehicle body via the adjusting kinematics ~~(9)~~ of a roof part ~~(3)~~, the roof parts ~~(2 to 4)~~, in the put-away position, being situated one above another and forming a package of roof parts, wherein, in the put-away position, in the package of roof parts, with the roof parts ~~(2 to 4)~~ stacked in the same direction with the outside of the roof facing upward, the central roof part ~~(3)~~ is put away lowermost and the two further roof parts ~~(2, 4)~~ are situated above the central roof part ~~(3)~~, wherein the central roof part ~~(3)~~ is provided as the roof part which jointly supports the roof parts ~~(2 to 4)~~ against the body, and wherein the adjusting drive ~~(12)~~ for adjusting the front roof part ~~(2)~~ and the rear roof part ~~(4)~~ in relation to the central roof part ~~(3)~~ is provided on the central roof part ~~(3)~~ and, following the adjusting kinematics ~~(8, 10)~~ of the front roof part ~~(2)~~ and rear roof part ~~(4)~~, comprises driving countershaft assemblies ~~(15, 16)~~ of which one driving countershaft assembly ~~(16)~~ is formed by a four-bar mechanism, the base of which is fixed in position with respect to the central roof part ~~(3)~~ and the links ~~(37, 40)~~ of which, which connect the base and connecting rod, cross over each other in the closed position of the roof parts ~~(2 to 4)~~, one link ~~(37)~~ of the crossing-over links ~~(37, 40)~~ being fixed in position with respect to the driving link ~~(14)~~ of the four-bar kinematics ~~(4)~~ supporting the associated roof part ~~(4)~~.

2. (Currently Amended) The hardtop vehicle roof as claimed in claim 1, wherein one of the driving countershaft assemblies ~~(15)~~ is designed as a five-bar mechanism, the base of which is fixed in position with respect to the central roof part ~~(3)~~ and one of the links ~~(32, 33, 34, 36)~~ of which forms a link ~~(32)~~ which is fixed in position with respect to the

driving link (13) of the four-bar kinematics (8) supporting the associated roof part (2), and one forms a link (34) which is fixed in position with respect to an adjusting lever (22) of the adjusting drive (12) connecting the front roof part (2) and the rear roof part (4), that link (34) of the five-bar mechanism which is fixed in position with respect to the one adjusting lever (22) of the adjusting drive (12) being guided via a link (35) which is coupled to the base of said mechanism.

3. (Currently Amended) The hardtop vehicle roof as claimed in claim 1 ~~or 2~~, characterized in that the adjusting drive (12) for the front roof part (11) and the rear roof part (4) has a common driving source (~~adjusting cylinder 19~~).

4. (Currently Amended) The hardtop vehicle roof as claimed in claim 3, characterized in that the driving source is formed by a linear drive, in particular an adjusting cylinder (19).

5. (Currently Amended) The hardtop vehicle roof as claimed in ~~claim 3 or 4~~ claim 2, wherein the adjusting drive (12) has an adjusting arm (17) which is coupled to the central roof part (3) and from which the adjusting-lever connections connects to the adjusting kinematics (8; 10) supporting the front roof part (2) and the rear roof part (4) ~~are provided~~.

6. (Currently Amended) The hardtop vehicle roof as claimed in ~~claim 2~~ claim 1, wherein the driving countershaft assembly (15) situated in the transition to the front roof part (2) is designed as a five-bar mechanism.

7. (Currently Amended) The hardtop vehicle roof as claimed in claim 1, wherein the driving countershaft assembly situated in the transition to the front roof part (4) is designed as a four-bar mechanism.

8. (Currently Amended) The hardtop vehicle roof as claimed in ~~one of the preceding claims, wherein~~, claim 1, wherein in the put-away position, in the package of roof

parts the central roof part (3) is put away lowermost, the front roof part (2) is put away in the middle and the rear roof part (4) is put away uppermost.

9. (Currently Amended) The hardtop vehicle roof as claimed in ~~one of claims 1 to 7, wherein,~~ claim 1, wherein in the put-away position, in the package of roof parts the central roof part (3) is put away lowermost, the front roof part (2) is put away uppermost and the rear roof part (4) is put away in the middle.

10. (Currently Amended) The hardtop vehicle roof as claimed in ~~one of the preceding claims, wherein,~~ claim 1, wherein during the transfer of the roof parts (2 to 4) between their closed position and put-away position, the front roof part (2) and the rear roof part (4) can be adjusted simultaneously, in particular in a synchronous, isochronous movement.